Communications were burnt and that the ship was adrift without propulsion and communication. The number of injured and the number of crew missing were placed at 8 each. Two coast guard ships and one coast guard Hornier equipped for oil spill contingency were despatched to the scene of accident. No oil spillage was observed in the area and the vessel was observed being towed by a salvage company Tug towards the Persian Gulf.

(c) As the accident took place on-board a foreign vessel, well outside the Indian EEZ. no enquiry was conducted.

(d) and (c) Do not arise.

Seminar on Traffic and Transportation

6843. DR. ISHWAR CHANDRA GUPTA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether a seminar was organised on 9th April. 1994 on Traffic and Transportation in the capital;

(b) the main suggestions made in I the seminar; and

(c) the dates by when such suggestions would be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes. Sir.

(b) The important recommendations arc annexed as Statement. *(See* below)

(c) Does not arise at this stage.

Statement

1. Since the gestation period for the MRTS is a lengthy one, simultaneous development of the surface railway network comprising the Ring Railway and its radials be reenergised. Alongwith DTC feeder bus services it would considerably reduce pressure on the roads.

2. Master Plan for Delhi be updated upto 2010 A.D.

3. Prioritisation of an MRTS — underground and surface is essential.

4. Physical and financial planning of MRTS be studied in details by comparing it with other system of MRTS in different parts of the world.

5. Till MRTS and large projects arc executed, short term measures like timely repair of roads, proper signs/sign boards, proper lighting at intersections, removal of small obstructions like light poles etc. should be applied.

6. Appropriate synchronisation of Delhi lights and lane discipline be enforced. Traffic control especially at busy intersections be managed by installation of close T.V. circuit system.

7. Removal of obstructions on the footpaths within a given time frame.

8. Battery powered bus can be useful for congested areas like walled city of Delhi. Karol Bagh and Old Shahdara etc.

9. Important projects namely, IFCM at Gazipur, Narela, Dwarka and Madanpur Khadar; Passenger railway terminals at Anand Vihar, Narela. Dwarka and Tughlakabad; ISBTs at Anand Vihar, Narela. Dwarka. Tughlakabad and Sarai Kale Khan; second entry to Delhi main junction and New Delhi Railway Station should be executed and for this, there should be high level coordination with officers of DDA. Delhi Govt., Ministry of Surface Transport, NGOs and DTTG etc.

10. Construction of outer to outer ring road/expressway should be started. The cost of the project being huge, involvement of private sector and providing them incentives be considered.

11. NGOs/private citizens involvement in traffic discipline is necessary.

12. Land use pattern and policies be reconsidered.

13. Besides, MRTS and integrated freight complexes, new terminals etc. short term measures be studied, finalised and action taken so that existing infrastructure is optimally utilised.

14. Studies may be conducted so that

the road based existing infrastructure is optimally utilised by phasing out slow moving vehicles and replacing them with environment friendly non-pollutant faster modes of transport.

Identification of Express Highways in the Country

6844. SHRI V. GOPALSAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether any survey has been conducted in the past to identify Express Highways in the country;

(b) if so, what arc the details of the criteria applied for identification of the Express Highways;

(c) which arc the highways identified to be Express Highways in the country:

(d) what is the total length of each of these highways and also the estimated cost of each Express Highway;

(c) the number of people who are being benefited by each of these Express Highways; and

(f) by when each of these Highways is expected to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (f) Yes, Sir. Based on density of traffic and techno-economic considerations, about 10,020 km of high density routes have been identified under the ADB financed study for development as Expressways in the country for a time horizon upto year 2015. Of these, the Expressway routes as per following details have been identified as priority routes by the year 2000:

S. No.	Routes	Length (km)	Rough Cost (Rs. in crore)
1.	Delhi-Karnal-Ambala	199	1000
2.	Ahmedabad-Vadodara-Surat	269	2150
3.	Delhi-Ghaziabad-Kanpur	414	2500
4.	Kanpur-Varanasi	313	2000
5.	Bombay-Thane-Nasik	145	870

The country as a whole would be benefited with these Expressways. It is too early to indicate the time frame by which these Expressways are likely to be completed except the Ahmedabad Vadodara Expressway for which the target date of completion is June, 1996.

Increasing the Number of DTC Buses

6845. SHRI IQBAL SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of Red-line and DTC buses playing on the roads and the number of commuters who travelled in these buses during the period 1992-1993;

(b) the reasons for reducing the number of DTC buses on the road; and

(c) whether there is any proposal under consideration of Government to increase the number of DTC buses in comparision to Red-line buses in the Delhi State?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) During the year 1992-93, 3665 DTC buses were on road which carried 37.49 lakhs passengers daily. Approximately 2410 Red line buses were playing in Delhi during the period 1992-93. However, the Government of National Capital Territory of Delhi have informed that no information regarding the number of commuters travelling in